

CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMATION REPORT

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SUBJECT 1. Tank Car Distribution Point of the East German Railroads
2. Tabulation of Railroad Tank Cars

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1. The Kesselwagenabteil (KWL) (Tank Car Distribution Point) has been located at 28 Voss-Strasse in Berlin since 1952. The Operations Department of the KWL is located on Tauben-Strasse. It is the policy of the German Railroad Administration to control administratively every car operating on the East German railroad system. This policy was laid down in railroad decree 114/51. In its organizational status, the KWL corresponds to an RBD and has a table of organization of its own. The KWL is administratively assigned to the HV Wagenwirtschaft (Main Administration for rolling stock). The KWL has only one subordinate office which is attached to the RBD Halle.

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2. The main Accounting Office was headed by Dannerberg (fmr). The Operations Department was headed by Naunus (fmr). The Referat Transportplanung (Sub-department for the Planning of Transportation) was headed by Schuenemann (fmr). The Referat Freizuegiger Kesselwagenersatz (Sub-department for the equipment of Gasoline) was headed by Guenter Lehman. The Referat "Dispatcher" was headed by Johannes Thiele who lived in Berlin-Blankenburg. The Referat "Dispatcher" (Sub-department for Dispatching) coordinated the technical, economic and transportation matters within the KWL. East Engelman, chief of the Administrative Department. The Administrative Department includes special divisions for contracts, accounting, planning and statistics; foreign property, legal affairs, organization and administration and a cashier's office. The position of technical manager is still unfilled. Railroad tank cars are repaired at repair shops in Magdeburg, Leipzig, Quedlinburg, Jena and Friedrichswerfen.

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25 YEAR RE-REVIEW

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3. Tabulation of railroad tank cars:

Type	Numbers Available	Remarks
O	2,519	These cars are freely available for gasoline shipments. They are of standard type, without heating coil, bottom dischargers. ³
I	3,831	Of the same type as O, hired out for the transportation of oils and chemical products.
IIa	2,145	Bottom dischargers, fitted with single hairpin heating coil.
IIb	750	Same as IIa, but fitted with a heating coil having up to five windings.
IIc	28	Same as IIa, fitted with a system of heating coils having up to 16 windings.
IId	30	Same as IIa, fitted with heating coil, polished walls.
IIIa	930	Car without bottom discharger, provided for the transportation acids.
IIIb	344	Same as IIIa, but fitted with heating tank and heating jacket.
IIIc	14	Same as IIIa, but without heating facilities, tank of alloyed steel.
IIId	87	Car provided for the transportation of corroding acids, fitted with a steel tank, having an inner lining of rubber, fireclay stones.
IIIe	323	Carboy type, 10 to 12 carboys per car.
IIIIf	223	Cars fitted with aluminum tanks.
IVa	310	Cars fitted with tank for the transportation of coal dust. ⁴
IVb	149	Pressure chamber cars for the transportation of propane and butane.
IVc	141	Pressure chamber cars fitted for the transportation of liquid chlorine.
IVd	14	Pressure chamber cars fitted for the transportation of liquid oxygen.
Total	11,838	

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Type-0 cars are used for the transportation of white products (gasoline) and employed by the KWL. Cars of type I, IIa through IIId, IIIa through IIIIf and IVa through IVd are used for the shipment of "black" products and hired out to various chemical firms.

4. Between 29,000 and 36,000 railroad tank cars were loaded every month; the average load capacity of a tank car was 16.5 tons. Of the products carried by railroad tank cars, 32 percent were tar and tar oils, 26 percent liquid fuels such as gasoline, Diesel oil and petroleum, 24 percent chemicals such as acids and lyes, and 18 percent food stuffs and miscellaneous products such as vegetable oil, alcohol etc.
5. The physical status of railroad tank cars was rather unsatisfactory because most of the equipment was over-age. There was a critical shortage of replacement parts, particularly parts required for underframes. Other steel accessories such as buffers, draw springs, journal bearings, bushings and NP-26 girders were also in short supply. The tanks of the cars suffer from excessive corrosion because the protective paints applied on tanks are of poor quality and there is a shortage of sand blast apparatus. An average of 10 percent of the total park of railroad tank cars is damaged at any given time; approximately 250 tank cars are earmarked for deactivation.⁶ A total of 25 type-IIIb and 20 type-IVa tank cars was scheduled to be manufactured at the Iowa Plant in Niesky in 1953.⁷

6. [redacted] leading personnel at the East German Ministry of Railroads:

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- a. Roman Chwalek, Minister of Railroads. [redacted]

- b. Robert Menzel, Deputy Minister of Railroads for Political Affairs. [redacted]

- c. Erwin Kramer, Deputy Minister of Railroads for Traffic and Operations. [redacted]

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- d. Heinrich Lindemann, Deputy Minister for Railroad Installations and Railroad Repair Shops. [redacted]

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- e. Richard Staimer, Deputy Railroad Minister in Charge of Organization and Material Supply. [redacted]

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1. Comment. For organizational chart of the KWL, see Annex. The railroad tank car distribution point was established in the summer of 1950. It centrally controls the employment of all railroad tank cars on the basis of economic requirements. The KWL, which was previously subordinate to the Zentrale Waggonamt, became an independent railroad agency on 1 September 1953. 25X1
2. Comment. The railroad tank car repair shop at Niedersachswerfen was made an RAW specialized in the repair of railroad tank cars on 23 July 1953. Detailed information on the repair shop in Jena was transmitted previously. 25X1
3. Comment. a total of 2,631 type-0 cars was available in late July 1952. On previous occasions more than 3,000 such cars were registered. Since occasionally cars carried in the category of equipment used for the transportation of white products are transferred to the category of cars used for the transportation of black products and vice versa, the recorded numbers of tank cars fluctuate. 25X1
4. Comment. These cars were assigned to the KWL on 1 August 1952. 25X1
5. Comment. 10,107 cars fitted for the transportation of black products were available on 31 March 1952. According to the present report, only 9,319 such cars were available. 25X1
6. Comment. According to previous information, the total number of tank cars available for the transportation of white products included 220 to 250 damaged cars. This is about 10 percent of the total. 25X1
7. Comment. According to the 1954 Economic Plan, 25 tank cars, 30 cars fitted for the transportation of coal dust, and 50 carboy type cars were scheduled to be manufactured in 1954. Pertinent information on the number of cars to be manufactured in 1953 is not available. 25X1

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ORGANIZATIONAL CHART
RAILROAD TANK CAR DISTRIBUTION POINT

